

ADC HISTORICAL STUDY NO. 27

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**THE
FIGHTER
INTERCEPTOR
FORCE
1962 - 1964**

by RICHARD F. McMULLEN

NOVEMBER 1964
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ADC HISTORICAL STUDY NO. 27

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THE FIGHTER INTERCEPTOR FORCE 1962 - 1964

by **RICHARD F. McMULLEN**

NOVEMBER 1964

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FOREWORD

It was a time of alarms and excursions and steady attrition of the fighter force, the period from 1962 to 1964. In 1962 there was rapid deployment and dispersal to meet the threat posed by Cuba. In 1963, the possibility of an increased threat to Alaska made it necessary to shift ADC interceptors to that area. In 1964, ADC began providing a "portable" air defense for the Panama Canal Zone. Meanwhile, despite the addition of a few F-104A aircraft to the tactical inventory, attrition ate away nearly 15 per cent of the available force during the 30-month period between January 1962 and June 1964. There were 805 interceptors in the ADC inventory at the end of 1961. By the middle of 1964 that number had shrunk to 688. And attrition was likely to continue, since production of interceptors had ceased in 1961. There was the possibility, however, that the form of Improved Manned Interceptor (IMI) represented by the YF-12A (Air Force designation for the A-11) would ultimately be made available for air defense use. The model unveiled to the public 30 September 1964 included the ASG-18 fire control system and the AIM-47A air-to-air missile, the subsystems essential in converting an advanced fighter into an advanced interceptor. The decision to authorize quantity production of the YF-12A had not yet been made.

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CHAPTER ONE

THE CUBAN CRISIS AND THE AFTERMATH

Reaction within the United States was generally favorable in late 1958 when the rebels of Fidel Castro came down out of the Cuban mountains and when, in January 1959, they ousted the current dictator, Fulgencio Batista. Events of the next two years, however, offered adequate proof that Castro's Cuba was no friend of the United States. There was increasing evidence that Cuba, despite its location, had been drawn behind the Iron Curtain. On 3 January 1961 the Eisenhower administration, as one of its last official acts, broke diplomatic relations with Cuba.

The emergence of a Communist state off the Florida coast, plus intelligence concerning the lengthening of



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airport runways and the building of missile pads, made it prudent to look to the defenses of south Florida. There was no likelihood of a major offensive strike from Cuba, but Castro was believed capable of nuisance raids against Miami, where many of his opponents had taken refuge, and other cities of south Florida. CONAD (the U.S. element of NORAD) decided to take out insurance for south Florida in the form of a "Contingency Plan for Augmenting the Air Defenses of Southern Florida," dated 5 January 1961. This plan called for the Navy to deploy interceptors to Key West, with ADC supplying the contingent at Homestead AFB, south of Miami. The CONAD document, which came to be known as the "Southern Tip" plan, was not immediately effective, however, because JCS approval was required prior to implementation.

Oddly enough, the only permanently based Air Force interceptor strength in the area, the 76th FIS at McCoy AFB, Pinckcastle, Florida, was in the process of moving to the northeast at the time the requirement for strengthening the defenses of Florida developed. In order to position the

1. NOFORN EX CANADA, CONAD Operation Plan 1-61, "Contingency Plan for Augmenting the Air Defenses of Southern Florida," 5 Jan 1961 [Doc 96 in Hist of ADC, Jan-Jun 1961].

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diminishing interceptor force as nearly astride probable enemy approach routes as possible, USAF, in the summer of 1960, had approved the transfer of the 76th FIS from McCoy to Westover AFB in Massachusetts. The 76th had disposed of most of its F-89J aircraft by the end of 1960 and aircrews and support personnel had begun to move north. F-102A interceptors for the re-equipped squadron began to arrive at Westover in February 1961 and by mid-April the 76th was fully equipped. Unfortunately the 76th, when needed in Florida, was in Massachusetts.²

On 7 April 1961, the JCS, through CONAD, ordered a two-week test of "Southern Tip," beginning 12 April. Tyndall AFB, Florida, the ADC weapons testing center, deployed six F-102A aircraft to Homestead, where two interceptors were maintained in five-minute-alert status at all times. The Tyndall aircraft were not assigned to any particular interceptor squadron, but were from a pool maintained for test and training purposes. They were, however, tactically configured and were armed. The makeshift "Southern Tip"

2. Memo for Record, "76 FIS Capability to Support F/TF-102 Aircraft," n.d., ca. 31 Jan 1961 [Doc 352 in Hist of ADC, Jan-Jun 1961]; Msg 26MDC 2-3, 26 AD to ADC, 10 Feb 1961 [Doc 354 in Hist of ADC, Jan-Jun 1961]; Minutes, Program Control Committee, ADC, 25 Apr 1961 [Doc 356 in Hist of ADC, Jan-Jun 1961].

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air defense system was in being when the abortive "Bay of Pigs" invasion of Cuba by anti-Castro forces occurred on 17 April.³

The two-week suitability test of the south Florida defenses did not end on 26 April as originally scheduled. The following day the JCS directed that "Southern Tip" continue indefinitely. Also on 27 April 1961, CONAD forwarded to the JCS a four-phase plan which would result in establishment of a permanent air defense system in the area. The phases were as follows:

| | |
|-----------|---------------------------------|
| Phase I | "Southern Tip" |
| Phase II | Extended Contingency Operations |
| Phase III | Minimum Permanent Installation |
| Phase IV | Permanent Full Capability |

The JCS agreed to implementation of Phase II on 29 May 1961, but added that action on Phases III and IV would have to await further political and military developments.⁴

3. Msg ADOOP-P 741, ADC to USAF, 8 Apr 1961 [Doc 358 in Hist of ADC, Jan-Jun 1961]; Msg 320C0-260, 32 AD to ADC, 19 Apr 1961 [Doc 11 in 32 AD Study, "The Air Defense Build-Up in Southern Florida, January-December 1961," hereafter cited as "32 AD Study,"

4. Hist of NORAD, Jan-Jun 1961, pp. 84-88; Ltr, CONAD to JCS, "Air Defense in the Southern Florida Area," 27 Jun 1961 [Doc 13 in 32 AD Study]; Msg COOP-X 162, CONAD to JCS, 13 May 1961 [Doc 100 in Hist of ADC, Jan-Jun 1961].

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Within a short time, Tyndall began to notice the absence of six F-102A aircraft and in the middle of May obtained ADC permission to reduce the number deployed to Homestead to three. This number was increased to four in July when aircraft of the 482nd FIS from Seymour Johnson AFB in North Carolina arrived in Florida to fulfill the ADC commitment. While repairs were being made to the Homestead runways between July 1961 and January 1962, the "Southern Tip" interceptors were based at Miami International Airport.

Four interceptors, of course, constituted the slimmest of token forces, a situation both ADC and CONAD were anxious to correct. One plan, broached in February 1962, called for the transfer of a squadron of F-104 aircraft from the Air National Guard to ADC for use in Florida. ADC had at

5 Msg 730DC X188E, 73 AD to MOADS, 18 May 1961 [Doc 360 in Hist of ADC, Jan-Jun 1961]; Msg ADIRP-E 1077, ADC to USAF, 23 May 1961 [Doc 361 in Hist of ADC, Jan-Jun 1961]; Msg ADODC 1109, ADC to 73 AD, 26 May 1961 [Doc 362 in Hist of ADC, Jan-Jun 1961]; Msg ADOOP-WI 1179, ADC to 73 AD, 6 Jun 1961 [Doc 363 in Hist of ADC, Jan-Jun 1961]; Msg AFOOP-BU 76498, USAF to ADC, 8 Jun 1961 [Doc 364 in Hist of ADC, Jan-Jun 1961]; Msg ADOOP-WI 1334, ADC to 26 AD, 24 Jun 1961 [Doc 369 in Hist of ADC, Jan-Jun 1961]; Msg ADMDC 1969, ADC to SAC, 15 Sep 1961 [Doc 774 in Hist of ADC, Jul-Dec 1961]; Msg ADOOP-WI 2078, ADC to SAC, 27 Sep 1961 [Doc 775 in Hist of ADC, Jul-Dec 1961]; Msg ADLSP 2354, ADC to 26 AD, 25 Oct 1961 [Doc 776 in Hist of ADC, Jul-Dec 1961]; RCS: 1AF-V14, ADC, 2 Feb 1962 [HRF].

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one time utilized F-104 aircraft, but had released them to the ANG in 1960 because the F-104 did not include a fire control system sufficiently sophisticated to make the weapons system an adequate all-weather interceptor. The F-104, however, was ideally suited for the duty anticipated in Florida. USAF showed interest in this proposal, although not all USAF staff offices agreed with ADC as to the manner in which the ANG F-104 aircraft should be used. There was one school of thought which held that the F-104's should be retained by the ANG and that the Homestead alert should be maintained by rotation of ANG aircraft and crews. ADC strongly disapproved of this suggestion, countering with the recommendation that all ANG F-104 aircraft be transferred to ADC. When that happened, ADC proposed to move the 71st FIS from Selfridge to Homestead and re-equip it with F-104 aircraft. The remaining ANG F-104's were to be used to replace the F-102A interceptors of the 331st FIS at Webb.

USAF finally adopted the ADC position in early summer and forwarded the ADC proposal to the Department of Defense. Despite repeated inquiries on the part of ADC, the DOD delayed

6. Msg ADCCS 617, ADC to USAF, 2 Mar. 1962 [DOC 1];
Msg AFOOP 72866, USAF to SAC, 23 Mar 1962 [DOC 2]; Msg
ADCCR 1072, ADC to USAF, 19 Apr 1962 [DOC 3].

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its decision month after month until mid-October, when a negative decision was rendered. Probably because the situation in Cuba would not permit delay, DOD decided to shift a squadron of Navy interceptors from San Diego to Key West, rather than authorize re-equipment of the 71st FIS following a transfer from Selfridge to Homestead. The Navy unit was ready to move almost immediately. Re-equipment of the 71st FIS with F-104's obtained from the ANG would have required at least several weeks. On the other hand, DOD approval of the USAF/ADC/CONAD proposal in July would have resulted in combat-ready F-104 aircraft being available in South Florida when the Cuban crisis developed in October. As it was, ADC had four F-102A interceptors in the "Southern Tip" area when the crisis broke.

The first hint that something extraordinary was afoot came 17 October 1962 when key members of the ADC Operations staff were called into an impromptu conference by CONAD Operations. At that time the ADC people were told

7. NOFORN. Msg ADMDC 1946, ADC to AFLC, 20 Jul 1962 [DOC 4]; Msg ADODC 2111, ADC to USAF, 9 Aug 1962 [DOC 5]; NOFORN, Msg ADOOP-WI 2240, ADC to 32 AD, 23 Aug 1962 [DOC 6]; Msg ADOOP-WI 2445, ADC to USAF, 12 Sep 1962 [DOC 7]; Msg 82788, USAF to SAC, 14 Sep 1962 [DOC 8]; NOFORN, Msg ADOOP-WI 2800, ADC to Air Divs, 19 Oct 1962 [DOC 9].

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that the JCS had directed CONAD to strengthen the interceptor force in south Florida. CONAD was in the process of writing an operations order, issued the next day, that called for ADC to increase the strength of the F-102A unit at Homestead (the detachment from the 482nd FIS) from four to 18 and move 12 F-106A aircraft of the 48th FIS from Langley AFB, Virginia, to Patrick AFB, Florida, by 0800 hours (EST) on 20 October. In addition, ADC was asked to make sure that the 17 F-101B, 18 F-106A and 9 F-102A interceptors at Tyndall were made ready and alerted for possible CONAD orders. The interceptor contingents left Seymour Johnson and Langley on 18 October, "turned around" at Tyndall and arrived at Homestead and Patrick, respectively, on 19 October, well ahead of the CONAD time limit. The ADC interceptor force in Florida had grown from 4 aircraft to 74 in about 48 hours.

On the supposition that the two squadrons, plus the Tyndall aircraft, might be insufficient to meet the threat from Cuba, ADC warned the 32nd Air Division on 19 October to be ready to shift the F-102A aircraft of the 331st FIS

8. Ltr, ADC to 25 AD, "Briefing on Participation of ADC in Present Contingency Operations." 16 Nov 1962 [HRF]: CONAD Operation Plan 1-62, 18 Oct 1962 [HRF]: Monograph, "Contingency Operations of the 73 Air Division (Weapons), 15 October-31 December 1962," p. 16 [HRF].

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from Webb AFB, Texas, to Florida on short notice. Either ADC was omniscient or had pre-knowledge, because the following day, 20 October, the JCS requested, by telephone, that CONAD re-examine its plans for the defense of the southeastern United States. On 21 October, CONAD recommended to the JCS that certain Air National Guard units in the southeast be federalized and that two additional regular interceptor squadrons be moved into the area. CONAD movement orders were almost concurrently given to ADC. The 71st FIS from Selfridge AFB, Michigan, was able to move 12 F-106A's into Patrick before the end of 21 October. The last of the 18 F-102A interceptors from Webb arrived at Homestead in the pre-dawn darkness of 22 October. On 21 October, Tyndall was told to be ready to put six F-102A's, eight F-106A's and eight F-101B's on five-minute alert within an hour of notification.

Thus was the interceptor force deployed in Florida -- two squadrons of F-106A's at Patrick, two squadrons of F-102A's

9. Msg ADOOP-W 2801, ADC to 32 AD, 19 Oct 1962 [HRF]. Msg COOP-P 1022, CONAD to JCS, 21 Oct 1962 [HRF]; Msg ADCCR 62-272, ADC to AFLC, 21 Oct 1962 [HRF]; Msg ADCCR 62-274, ADC to 30 AD, 21 Oct 1962 [HRF]; ADC Historical Study No. 15, "The Air Defense Command in the Cuban Crisis," undated but early 1963, p. 27. (hereafter cited as "ADC Historical Study No. 15").

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at Homestead, plus 22 ready aircraft at Tyndall -- when President John F. Kennedy announced to the public the evening of 22 October that Russian missiles had been emplaced in Cuba and that the United States intended to have them removed.

The distinct possibility that the direct confrontation between the United States and the Soviet Union would result in full-scale nuclear war made it prudent to disperse a considerable proportion of the interceptor force in accord with previously laid plans. At noon on the day of the President's speech, therefore, ADC ordered implementation of the dispersal plan. In seven hours, 167 interceptors from 26 squadrons had been dispersed to 17 bases. The dispersed aircraft carried their nuclear armament, the first time in the history of the command that such flights had been ordered.

Unfortunately, the dispersal plan was still in the early stages of development at the time of the Cuban crisis, having been first proposed in 1961. Use of proposed dispersal bases in Canada had not been approved by the Canadian government, nor had the Navy approved ADC use of Navy air

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facilities. As a consequence, many ADC squadrons dispersed to "interim" bases that would not be used when the formal dispersal plan was completed. Also, where "permanent" dispersal bases were used, facilities were inadequate. Later dispersal exercises were likely to be much more comfortable than that of 22 October 1962. At any rate, dispersal was accomplished as follows:

| Sq | Home Base | Permanent Dispersal Base | Dispersal Base 22 Oct 1962 |
|-----|--------------------------|---------------------------|----------------------------|
| 498 | Spokane IAP, Wash. | Calgary, Alta. | Paine AFB, Wash. |
| 318 | McChord AFB, Wash. | Comox, B.C. | Paine AFB, Wash. |
| 82 | Travis AFB, Cal. | Siskiyou, Cal. | Siskiyou, Cal. |
| 83 | Hamilton AFB, Cal. | Lemoore NAS, Cal. | Kingsley Fld, Ore. |
| 84 | Hamilton AFB, Cal. | Lemoore NAS, Cal. | Kingsley Fld, Ore. |
| 456 | Castle AFB, Cal. | Fresno, Cal. | Fresno, Cal. |
| 15 | Davis-Monthan AFB, Ariz. | Williams AFB, Ariz. | Williams AFB, Ariz. |
| 29 | Malmstrom AFB, Mont. | Saskatoon, Sask. | Billings, Mont. |
| 13 | Glasgow AFB, Mont. | Saskatoon, Sask. | Billings, Mont. |
| 5 | Minot AFB, N.D. | Portage la Prairie, Man. | Hector Fld, N.D. |
| 18 | Grand Forks AFB, N.D. | Hector Fld, N.D. | Hector Fld, N.D. |
| 11 | Duluth MAP, Minn. | Portage la Prairie, Man. | Volk Fld, Wis. |
| 325 | Truax Fld, Wis. | Des Moines, Ia. | Des Moines, Ia. |
| 62 | K.I. Sawyer AFB, Mich. | Hector Fld, N.D. | Phelps-Collins Fld, Mich. |
| 438 | Kincheloe AFB, Mich. | Volk Fld, Wis. | Phelps-Collins Fld, Mich. |
| 445 | Wurtsmith AFB, Mich. | Phelps-Collins Fld, Mich. | Phelps-Collins Fld, Mich. |

11. ADC maps of planned and actual dispersal. 22 Oct 1962 [HRF].

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| <u>Sq</u> | <u>Home Base</u> | <u>Permanent Dispersal Base</u> | <u>Dispersal Base 22 Oct 1962</u> |
|-----------|-----------------------------|-------------------------------------|---------------------------------------|
| 27 | Loring AFB, Me. | Chatham, N.B. | Olmsted AFB, Pa. |
| 75 | Dow AFB, Me. | Bagotville, Que. | Niagara Falls, N.Y. |
| 76 | Westover AFB, Mass. | Burlington, Vt. | Burlington, Vt. |
| 49 | Griffiss AFB, N.Y. | Val D'Or, Que. | Niagara Falls, N.Y. |
| 539 | McGuire AFB, N.J. | Olmsted AFB, Pa. | Olmsted AFB, Pa. |
| 98 | Dover AFB, Del. | Atlantic City, N.J. | Atlantic City, N.J. |
| 85 | Andrews AFB, Md. | Patuxent River NAS, Md. | Atlantic City, N.J. |
| 326 | Richards-Gebaur AFB, Mo. | Grand Island, Neb. | Grand Island, Neb. |
| 87 | Lockbourne AFB, Ohio | Phelps-Collins Fld, Mich. | Clinton County AFB, Ohio |
| 319 | Bunker Hill AFB, Ind. | Des Moines, Ia. | Hulman Fld, Ind. |

The 331st FIS from Webb remained at Homestead only about a week before it was replaced by the 325th FIS from Truax. Since none of the interceptors deployed to Florida expected to use nuclear weapons, the use of the 325th was logical since it was the only F-102A squadron which had not yet been modified to carry the GAR-11 nuclear missile as primary armament. The 325th was notified of this commitment on 26 October and the move to Homestead was completed the following day. The 482nd remained at Homestead, its aircraft being fitted with 2.75-inch rockets.

Sixty interceptors were deployed to Florida in the first flush of the Cuban crisis but it did not prove possible

12. Operations Log, ADC Command Post. 26 Oct 1962
[HRF].

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to maintain the full complement at all times during the month the deployment was in force. The trend as regards aircraft on hand was steadily downward as the effect of extensive flying began to tell on both machines and men. The first week an average of 49 aircraft were on hand. In the first week of November the average dropped to 45, then to 39 the following week. During the last 12 days of the crisis period that ended 23 November, the average was 35 aircraft. The day-to-day situation is given in the following table:

DEPLOYMENT OF ADC INTERCEPTORS IN FLORIDA
22 October - 23 November 1962

| <u>Date</u> | <u>Patrick AFB (F-106A)</u> | <u>Homestead AFB (F-102A)</u> | <u>Total</u> |
|-------------|---------------------------------|-----------------------------------|--------------|
| 22 Oct | 24 | 36 | 60 |
| 23 Oct | 16 | 30 | 46 |
| 24 Oct | 23 | 36 | 59 |
| 25 Oct | 23 | 29 | 52 |
| 26 Oct | 17 | 24 | 41 |
| 27 Oct | 21 | 30 | 51 |
| 28 Oct | 21 | 15 | 36 |
| 30 Oct | 20 | 27 | 47 |
| 31 Oct | 22 | 23 | 45 |
| 1 Nov | 19 | 26 | 45 |
| 2 Nov | 19 | 26 | 45 |
| 3 Nov | 20 | 24 | 44 |
| 4 Nov | 17 | 26 | 43 |
| 5 Nov | 17 | 26 | 43 |
| 6 Nov | 16 | 26 | 42 |

13. ADC Force Status Reports, 22 Oct-23 Nov 1962
[HRF].

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| <u>Date</u> | <u>Patrick AFB (F-106A)</u> | <u>Homestead AFB (F-102A)</u> | <u>Total</u> |
|-------------|---------------------------------|-----------------------------------|--------------|
| 7 Nov | 20 | 15 | 35 |
| 8 Nov | 18 | 20 | 38 |
| 9 Nov | 19 | 21 | 40 |
| 10 Nov | 16 | 19 | 35 |
| 12 Nov | 18 | 15 | 33 |
| 13 Nov | 18 | 18 | 36 |
| 14 Nov | 18 | 15 | 33 |
| 15 Nov | 15 | 15 | 30 |
| 16 Nov | 17 | 24 | 41 |
| 17 Nov | 17 | 20 | 37 |
| 18 Nov | 17 | 13 | 30 |
| 19 Nov | 18 | 17 | 35 |
| 20 Nov | 17 | 17 | 34 |
| 21 Nov | 20 | 23 | 43 |
| 22 Nov | 22 | 16 | 38 |
| 23 Nov | 22 | 5 | 27 |

A similar attrition prevailed among the dispersed interceptors. Nearly one-third of those originally dispersed on 22 October were no longer in that status three weeks later. Shortages of facilities and supplies at dispersal bases and exhaustion of aircrews and maintenance men combined to drive down the number of dispersed aircraft as the days went by. The nature of the decline was as follows:

DISPERSAL OF ADC INTERCEPTORS
23 October-14 November 1962

| <u>Date</u> | <u>F-102A</u> | <u>F-101B</u> | <u>F-106A</u> | <u>Total</u> |
|-------------|---------------|---------------|---------------|--------------|
| 23 Oct | 31 | 68 | 66 | 165 |
| 24 Oct | 28 | 68 | 61 | 157 |

14. Ibid.

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| <u>Date</u> | <u>F-102A</u> | <u>F-101B</u> | <u>F-106A</u> | <u>Total</u> |
|-------------|---------------|---------------|---------------|--------------|
| 25 Oct | 28 | 68 | 61 | 157 |
| 26 Oct | 29 | 68 | 54 | 151 |
| 27 Oct | 26 | 68 | 59 | 153 |
| 28 Oct | 19 | 68 | 60 | 147 |
| 30 Oct | 15 | 66 | 66 | 147 |
| 31 Oct | 15 | 66 | 62 | 143 |
| 1 Nov | 15 | 64 | 61 | 140 |
| 2 Nov | 15 | 64 | 56 | 135 |
| 3 Nov | 15 | 64 | 60 | 139 |
| 4 Nov | 19 | 59 | 58 | 136 |
| 5 Nov | 23 | 58 | 54 | 135 |
| 6 Nov | 23 | 56 | 52 | 131 |
| 7 Nov | 23 | 60 | 54 | 137 |
| 8 Nov | 20 | 59 | 50 | 129 |
| 9 Nov | 20 | 59 | 50 | 129 |
| 10 Nov | 18 | 59 | 42 | 119 |
| 12 Nov | 21 | 53 | 41 | 115 |
| 13 Nov | 19 | 53 | 40 | 112 |
| 14 Nov | 18 | 54 | 40 | 112 |

After 14 November, piecemeal permission was granted to recall dispersed interceptors to home bases and within 10 days dispersal was ended.

Although the use of Air National Guard units was not contemplated when the original CONAD operations order was issued on 18 October, the revision of 20 October called for the federalization of the 159th FIS at Jacksonville, Florida; the 122nd FIS at New Orleans; the 111th FIS at Houston; the 157th FIS at McEntire ANG Base, South Carolina; and the 151st FIS at McGhee-Tyson Field, Tennessee. It was proposed that F-104 aircraft from the last two squadrons be

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placed on alert status at Key West. Federalization was not authorized, however, although ADC took the precaution of issuing conditional federalization orders on 29 October. These orders were never given effect and the Air National Guard took no part in the Cuban crisis.

The immediate crisis over Cuba abated in late November 1962 when it appeared that the Russians had been sincere in agreeing to withdraw their offensive missiles from the island. The situation did not return to pre-Cuba normalcy in Florida, however. Temporarily, until a permanent air defense posture for this part of the country could be devised, approximately 20 F-106A interceptors of the 71st, 94th and 48th squadrons were retained at Patrick and 20 F-102A aircraft of the 325th FIS were kept at Homestead.

Such a plan, which involved the permanent transfer of the 71st FIS from Selfridge to Homestead, was submitted in December 1962 and approved by the Department of Defense on 12 January 1963. During the approval process, ADC had decided that total air defense would be better served by

15. Msg COOP-P 1022. CONAD to JCS. 21 Oct 1962 [HRF]: Msg ADODC 2900. ADC to 26 AD. 26 Oct 1962 [DOC 10]: ADC SO G-113 thru G-124. 29 Oct 1962 [HRF].

16. NOFORN, Msg ADOOP-W1 3302. ADC to 32 AD. 30 Nov 1962 [DOC 11].

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moving the 319th FIS from Bunker Hill AFB, Indiana, to Homestead, rather than the Selfridge unit. The Department of Defense had no objection to this change in plan, but added other refinements of its own. The Homestead squadron, DOD believed, should be equipped with F-104 rather than F-106 aircraft, since the F-104 offered superior performance in fighter-against-fighter combat. ADC had handed its F-104's down to the ANG in 1960, because the F-104 was deficient in terms of fire control system and was therefore an inadequate all-weather interceptor. This was deemed a relatively unimportant factor in Florida, since Cuba did not have a bomber force of consequence. Cuban intruders were likely to be flying Russian MIG fighters, which made speed and altitude capability of utmost importance. To achieve this type of defense opposite Cuba it was necessary to retrieve the F-104's from the ANG squadrons at McEntire (South Carolina) and McGhee-Tyson (Tennessee) and replace them with F-102A aircraft. The second squadron of F-104's was to go to the 331st FIS at Webb AFB, Texas. The necessary F-102A's for the ANG were to be provided by inactivating the 76th FIS at Westover AFB, Massachusetts, and by reducing the number of interceptors at Thule, Greenland, from 12 to 6.

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It was anticipated in January 1963 that the 319th would be operational with the F-104 at Homestead by 15 June 1963.¹⁷

A temporary hitch developed in this minor redeployment action on 27 March 1963 when USAF ordered that all movement be halted. An unnamed member of Congress insisted that he had not been informed of the pending organizational changes and asked that all activity be stopped until the reasoning behind the changes was satisfactorily explained. This was accomplished in a matter of days and the move of the 319th FIS and associated changes were allowed to continue. The 319th FIS assumed alert status (but not fully operational status) with F-104 aircraft at Homestead on 15 April 1963.¹⁸

The ability of ADC to rapidly deploy additional fighter strength into Florida was tested again on 22-23 May 1963 when 24 F-106 aircraft from the 11th FIS at Duluth, Minnesota, and the 48th FIS at Langley were ordered to Patrick. The deployment order was given at 0430 hours (EST)

17. Msg AFOOP-E (no number). USAF to ADC. 15 Jan 1963 [DOC 12]; ADC Operations Plan 2-63. "Redistribution of Interceptor Resources." 22 Jan 1963 [DOC 13]; Msg ADLSP 229, ADC to Air Divs. 24 Jan 1963 [DOC 14]

18. NOFORN EX CANADA, Msg ADCCS 951. ADC to USAF, 29 Mar 1963 [DOC 15]; Msg ADMSS-EM 967. ADC to Westover AFB et al. 29 Mar 1963 [DOC 16]; Msg MNOOP 2911. MOADS to 32 AD. 16 Apr 1963 [DOC 17].

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on 22 May. All 24 aircraft were in place at Patrick by 1049 hours (EST). This group conducted training interceptions under SAGE direction before returning to home bases on 24 May. The exercise was considered highly successful, although there were some complaints about the comparatively slow reaction times of supporting transport aircraft.

Meanwhile, CONAD began planning for the substitution of ADC interceptors for the contingent of Marine Corps F-4B aircraft to be withdrawn from Key West on 15 June 1963. The 482nd FIS at Seymour Johnson, which provided the F-102A aircraft for the detachment maintained at Homestead at the beginning of the Cuban crisis, was also selected to honor this commitment. Six F-102A interceptors from the 482nd began operating from Key West as of 15 June. Key West operations were of a hand-to-mouth nature and of somewhat indefinite duration, because the Naval Air Station did not have the facilities required for permanent support of Air Force aircraft. ADC estimated that the facilities required to support six F-102A's permanently at Key West would cost about \$2 million. Neither the Navy commander at Key West, ADC nor USAF was immediately

19. Msg ADOOP-WI 1904, ADC to 26, 30 and 32 AD, 22 May 1963 [DOC 18]; Msg ADOOP-WI 1924, ADC to USAF, 22 May 1963 [DOC 19]; Msg 30-OOP-1 S-0873-63, 30 AD to ADC, 29 May 1963 [DOC 20]; Msg 26OOP-WF 63-19641, 26 AD to ADC, 29 May 1963 [DOC 21].

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sure where the necessary funds would come from. At any rate, at the middle of 1963 ADC was furnishing 30 interceptors (24 F-104's at Homestead and 6 F-102A's at Key West) for the defense of southern Florida where only four aircraft had been earmarked for that purpose prior to October 1962.²⁰

In July 1963, ADC re-cast its contingency plan for defense of Florida to emphasize deployment to both Patrick and Key West and shift responsibility for the provision of the required aircraft. Under the revised plan, the 1st Fighter Wing (71st and 94th FIS) at Selfridge replaced the 11th FIS as the source of 12 F-106A's for movement to Patrick. The 48th FIS (Langley) continued to shoulder the responsibility for the other 12 aircraft. In addition, the 482nd FIS was told to increase the number of F-102A's at Key West from 6 to 20 in the event of another crisis involving Cuba. Assignments were changed, however, as the year went along. In September, the 48th FIS became involved in the Interceptor Improvement Program (IIP) and the commitment of the

20. Msg COOP-P X-118, CONAD to ADC, 19 Mar 1963 [DOC 22]; Msg ADODC 2026, ADC to USAF, 4 Jun 1963 [DOC 23]; Msg ADODC 2067, ADC to 26 and 32 AD, 7 Jun 1963 [DOC 24]; Msg ADODC 2079, ADC to 26 and 32 AD, 8 Jun 1963 [DOC 25]; Msg ADODC 2118, ADC to 26 and 32 AD, 13 Jun 1963 [DOC 26]; Msg AFXOPN 71998, USAF to ADC, 19 Jun 1963 [DOC 27].

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1st Fighter Wing was raised from 12 to 18 F-106A aircraft. The other six interceptors to be deployed to Patrick were to come from the 95th FIS, Dover AFB, Delaware, between 1 October and 15 November 1963 and from the 539th FIS, McGuire AFB, N.J., between 15 November and 10 December. The 48th was to again assume the commitment on 10 December 1963.

In December 1963, the contingency plan was further modified to specify that the 325th FIS at Truax Field, Wisconsin, would be liable for the emergency duty at Key West if the 482nd was unable to do so. The same change in plan also created a third line of defense for Key West, obligating the 82nd FIS at Travis AFB, California, for emergency duty in Florida if the 325th failed to act.

Since the reason for deployment of F-104 fighters to Homestead was improvement of fighter-against-fighter capability in southern Florida, ADC had come to the conclusion by late

21. NOFORN, ADC Operations Plan 33-63, "Southern Tip Contingency Plan." 1 Jul 1963 [HRF]; Msg 2600P-W 63-11361, 26 AD to WAADS. 30 Sep 1963 [DOC 28].

22. NOFORN EX CANADA, Msg ADOOP 5900, ADC to Air Divs. 12 Dec 1963 [DOC 29]; NOFORN EX CANADA, Msg 30-00P-12-08S. 30 AD to 28 AD. 16 Dec 1963 [DOC 30]; Msg 250PP 732G. 25 AD to POADS, 19 Dec 1963 [DOC 31]; NOFORN EX CANADA, Msk ADOOP-WI 5996, ADC to 25 and 30 AD. 19 Dec 1963 [DOC 32].

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June of 1963 that this purpose would be better served by providing the 319th FIS with late-model F-104G aircraft in place of the F-104A aircraft retrieved from the ANG. USAF replied, in October, that ADC could have been supplied with more modern versions of the F-104 if the Department of Defense had approved the USAF request to maintain an F-104 production line in operation. USAF contended that it was wise to keep open a second source of fighter aircraft in addition to the line which was currently producing the Republic F-105. DOD, however, did not see the situation in the same light and ordered that F-104 production end as scheduled. Consequently, ADC would have to do the best it could with the F-104A.

Nevertheless, the fighter-against-fighter capability of the F-104A was to be enhanced by addition of the M-61 20-mm. gun. These aircraft, when possessed earlier by ADC, had been armed with the GAR-8 (AIM-9B) Sidewinder missile. This heat-seeker was effective against bombers, but ineffective in fighter combat. Hence it was deemed essential to equip the ADC aircraft with fighter armament, the

23. Msg AFOHQ 76836, USAF to ADC, 9 Jul 1963 [DOC 33]; Msg ADLDC 5280, ADC to USAF, 14 Oct 1963 [DOC 34]; Msg AFORQDW 63875, USAF to ADC, 18 Oct 1963 [DOC 35].

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M-61 gun. This modification began in February 1964. While this modification was taking place, the JCS directed TAC to furnish the 319th with eight F-104C aircraft, armed with the M-61 gun, from the 479th Tactical Fighter Wing, George AFB, California. The TAC fighters arrived at Homestead on 5 February 1964 and were returned to George by 30 April.

In late February of 1964, ADC conducted another test of its ability to deploy an interceptor force to south Florida and carry on air defense operations under the direction of the Montgomery (Alabama) Air Defense Sector once the force was in place. This was Exercise "Arawak Spear." The 48th FIS was to deploy 12 F-106's to Patrick and the 482nd six additional F-102A's to Key West. The 444th FIS at Charleston AFB, South Carolina, was to remain in place, but was to come under the operational control of MOADS during this exercise. The 159th FIS of the Florida ANG (Jacksonville) was also to provide eight F-102A's for "Arawak Spear." The exercise began at 1000 hours (EST) on 26 February. The F-102A

24. Msg ADMLP 390, ADC to TAC, 4 Feb 1964 [DOC 36].
 Msg ADOOP-WI 401, ADC to 26 AD, 5 Feb 1964 [DOC 37]; Msg
 ADMLP 409, ADC to 26 AD, 46 Feb 1964 [DOC 38]; Msg ADODC 1239,
 ADC to CONAD, 8 Apr 1964 [DOC 39]; Msg ADOOP-W 1310, ADC to
 26 AD, 15 Apr 1964 [DOC 40]; Msg ADODC 1340, ADC to CONAD,
 17 Apr 1964 [DOC 41]; Msg ADODC 1368, ADC to CONAD, 21 Apr
 1964 [DOC 42].

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aircraft from the 482nd were in place at Key West by 1205 hours, the contingent of F-106A's from the 48th completing the move to Patrick by 1455 hours. Despite adverse weather, this force flew 116 sorties and watched, at various periods, the Atlantic Coast between West Palm Beach and Fort Myers and between Patrick AFB and Savannah, Georgia, as well as the Gulf Coast between Cross City and Tampa. No special problems arose during the exercise and "Arawak Spear" was regarded as both successful and instructive.

The "Southern Tip" plan was revised again in March 1964, but few significant changes resulted. The 48th FIS and 1st Fighter Wing were still obligated to move 12 F-106A's each to Patrick in the event of an emergency in the southeast. The 482nd FIS continued to be obligated to increase its force of F-102A's at Key West from 6 to 20 in time of trouble. The new plan, however, formalized a system of substitutions for the units holding primary responsibility for emergency deployment. This had been done before, but in the form of

25. NOFORN, Msg ADOOP-W 765, ADC to 26 AD, 26 Feb 1964 [DOC 43]; NOFORN, Msg ADODC 807, ADC to 26 AD, 28 Feb 1964 [DOC 44]; NOFORN, Msg ADODC 824, ADC to USAF, 28 Feb 1964 [DOC 45]; NOFORN, Msg 32CHCR 6403-039, 32 CONAD Rgn to CONAD, 4 Mar 1964 [DOC 46]

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miscellaneous directives. Now the whole plan was brought together in one place. The substitute for the 48th was the 95th FIS at Dover. The 539th FIS at McGuire stood behind the 1st Fighter Wing, while the 325th FIS at Truax was the stand-in for the 482nd. The 331st FIS at Webb AFB, Texas, was to provide F-104 aircraft to supplement those of the 319th FIS at Homestead. In May 1964, shortly after the revised plan took effect, ADC alerted affected units that a re-play of the Cuban crisis of October 1962 might be imminent. "Current events," said the ADC message of 7 May, "make the implementation of ADC CPLAN 33-64, Southern Tip, quite probable."

This alarm was short-lived, however, and within a week the normal condition of readiness in the southeast was resumed. As of the end of June 1964, 18 F-104A aircraft of the 319th FIS were available at Homestead, supplemented by four similar aircraft from the 331st FIS at Webb. The detachment from Webb was expected to remain at Homestead until all aircraft of the 319th had been modified to carry the M-61 gun. Six F-102A's of the 482nd FIS continued to

26. Msg ADODC 1530, ADC to CONAD and Air Divs, 7 May 1964 [DOC 47]; NOFORN, ADC Operations Plan 33-64, "Southern Tip," 1 Mar 1964 [DOC 48].

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stand alert at Key West. Other elements of the ADC inter-
ceptor force stood ready for emergency duty in Florida on
short notice.
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27. NOFORN EX CANADA, Apex Status Report. ADC.
30 Jun 1964 [HRF].

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CHART 1

ADC INTERCEPTOR SQUADRONS BY TYPE

31 December, 1961 - 30 June 1964

| Type Acft | 31 Dec 1961 | 30 Jun 1962 | 31 Dec 1962 | 30 Jun 1963 | 31 Dec 1963 | 30 Jun 1964 |
|--------------|-------------|-------------|-------------|-------------|-------------|-------------|
| F-101B | 17 | 17 | 17 | 16 | 16 | 16 |
| F-106A | 14 | 14 | 14 | 13 | 13 | 13 |
| F-102A | 10 | 10 | 11 | 9 | 9 | 9 |
| F-104A | <u>0</u> | <u>0</u> | <u>0</u> | <u>2</u> | <u>2</u> | <u>2</u> |
| Total | 41 | 41 | 42 | 40 | 40 | 40 |

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SOURCE: RCS: 1AF-V14, ADC, 28 Dec 1961, 27 Jun 1962, 26 Dec 1962 and 26 Jun 1963;
NOFORN EX CANADA, APEX Status Report, ADC, 31 Dec 1963 and 30 Jun 1964

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CHART 2

ADC TACTICAL AIRCRAFT BY TYPE

| Type Acft | 31 Dec 1961 | 30 Jun 1962 | 31 Dec 1962 | 30 Jun 1963 | 31 Dec 1963 | 30 Jun 1964 |
|--------------|-------------|-------------|-------------|-------------|-------------|-------------|
| F-101B | 332 | 289 | 285 | 261 | 247 | 250 |
| F-106A | 247 | 251 | 241 | 227 | 216 | 211 |
| F-102A | 226 | 231 | 228 | 176 | 194 | 191 |
| F-104A | <u>0</u> | <u>0</u> | <u>0</u> | <u>47</u> | <u>47</u> | <u>36</u> |
| Total | 805 | 771 | 754 | 711 | 704 | 688 |

SOURCES: RCS: 1AF-V14, ADC, 28 Dec 1961, 27 Jun 1962, 26 Dec 1962 and 26 Jun 1963.
 NOFORN EX CANADA, APEX Status Report, ADC, 31 Dec 1963 and 30 Jun 1964.

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CHART 3

FIGHTER INTERCEPTOR FORCE

June 1962

| Sqdn | Base | Base Asgmt | Type Acft | <u>Aircraft</u> | Combat Ready | <u>Crews</u> | Combat Ready |
|------|---------------|---------------|--------------|-----------------|-----------------|--------------|-----------------|
| | | | | Possessed | | Formed | |
| 2 | Suffolk | ADC | F-101B | 19 | 14 | 24 | 22 |
| 5 | Minot | ADC | F-106A | 15 | 14 | 25 | 22 |
| 11 | Duluth | ADC | F-106A | 23 | 16 | 30 | 27 |
| 13 | Glasgow | SAC | F-101B | 16 | 14 | 22 | 22 |
| 15 | Davis-Monthan | SAC | F-101B | 17 | 13 | 24 | 22 |
| 18 | Grand Forks | ADC | F-101B | 16 | 12 | 23 | 23 |
| 27 | Loring | SAC | F-106A | 22 | 18 | 29 | 27 |
| 29 | Malmstrom | SAC | F-101B | 16 | 10 | 26 | 22 |
| 48 | Langley | TAC | F-106A | 17 | 13 | 24 | 21 |
| 49 | Griffiss | AFLC | F-101B | 23 | 19 | 29 | 29 |
| 59 | Goose Bay | ADC | F-102A | 31 | 28 | 44 | 42 |
| 60 | Otis | ADC | F-101B | 16 | 13 | 25 | 25 |
| 62 | K.I. Sawyer | ADC | F-101B | 15 | 11 | 26 | 26 |
| 64 | Paine | ADC | F-102A | 21 | 19 | 34 | 27 |
| 71 | Selfridge | ADC | F-106A | 16 | 13 | 21 | 21 |
| 75 | Dow | SAC | F-101B | 16 | 15 | 18 | 17 |
| 76 | Westover | SAC | F-102A | 20 | 13 | 32 | 30 |
| 82 | Travis | MATS | F-102A | 21 | 20 | 36 | 30 |
| 83 | Hamilton | ADC | F-101B | 16 | 10 | 21 | 20 |
| 84 | Hamilton | ADC | F-101B | 18 | 11 | 20 | 18 |
| 87 | Lockbourne | SAC | F-101B | 18 | 15 | 24 | 24 |
| 94 | Selfridge | ADC | F-106A | 17 | 16 | 18 | 18 |
| 95 | Andrews | Hq COM | F-106A | 15 | 11 | 18 | 16 |
| 98 | Dover | MATS | F-101B | 16 | 13 | 23 | 23 |

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CHART 3 (Cont'd)

| Sgdn | Base | Base Asgmt | Type Acft | <u>Aircraft</u> | Combat Ready | <u>Crews</u> | Combat Ready |
|------|---------------------|---------------|--------------|-----------------|-----------------|--------------|-----------------|
| | | | | Possessed | | Formed | |
| 318 | McChord | ADC | F-106A | 21 | 16 | 34 | 27 |
| 319 | Bunker Hill | SAC | F-106A | 15 | 11 | 23 | 22 |
| 322 | Kingsley | ADC | F-101B | 16 | 13 | 21 | 21 |
| 325 | Truax | ADC | F-102A | 22 | 19 | 40 | 34 |
| 326 | Richards- Gebaur | ADC | F-102A | 23 | 19 | 34 | 31 |
| 329 | George | TAC | F-106A | 17 | 11 | 27 | 25 |
| 331 | Webb | ATC | F-102A | 23 | 19 | 35 | 32 |
| 332 | Thule | ADC | F-102A | 14 | 12 | 19 | 19 |
| 437 | Oxnard | ADC | F-101B | 18 | 17 | 29 | 29 |
| 438 | Kincheloe | ADC | F-106A | 18 | 14 | 22 | 18 |
| 444 | Charleston | MATS | F-101B | 16 | 13 | 19 | 19 |
| 445 | Wurtsmith | SAC | F-101B | 17 | 15 | 18 | 18 |
| 456 | Castle | SAC | F-106A | 19 | 16 | 27 | 27 |
| 460 | Portland | ADC | F-102A | 23 | 20 | 34 | 34 |
| 482 | Seymour Johnson | TAC | F-102A | 19 | 15 | 27 | 27 |
| 482 | Homestead | SAC | F-102A | 4 | 4 | 6 | 6 |
| 498 | Spokane | ADC | F-106A | 18 | 16 | 22 | 21 |
| 539 | McGuire | MATS | F-106A | 18 | 11 | 27 | 26 |

SOURCE: RCS: 1AF-V14, 27 June 1962

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CHART 4

FIGHTER INTERCEPTOR FORCE

December 1962

| Sgdn | Base | Base Asgmt | Type Acft | <u>Aircraft</u> | Combat Ready | <u>Crews</u> | Combat Ready |
|------|---------------|---------------|--------------|-----------------|-----------------|--------------|-----------------|
| | | | | Possessed | | Formed | |
| 2 | Suffolk | ADC | F-101B | 16 | 14 | 22 | 20 |
| 5 | Minot | ADC | F-106A | 17 | 13 | 22 | 22 |
| 11 | Duluth | ADC | F-106A | 20 | 15 | 29 | 29 |
| 13 | Glasgow | SAC | F-101B | 16 | 13 | 22 | 21 |
| 15 | Davis-Monthan | SAC | F-101B | 17 | 15 | 24 | 23 |
| 18 | Grand Forks | ADC | F-101B | 16 | 12 | 23 | 19 |
| 27 | Loring | SAC | F-106A | 21 | 15 | 24 | 24 |
| 29 | Malmstrom | SAC | F-101B | 16 | 12 | 21 | 20 |
| 48 | Langley | TAC | F-106A | 20 | 13 | 24 | 23 |
| 49 | Griffiss | AFLC | F-101B | 21 | 19 | 26 | 26 |
| 57 | Keflavik | Navy | F-102A | 14 | 11 | 21 | 17 |
| 59 | Goose Bay | ADC | F-102A | 29 | 24 | 46 | 44 |
| 60 | Otis | ADC | F-101B | 17 | 14 | 24 | 24 |
| 62 | K.I. Sawyer | ADC | F-101B | 17 | 15 | 20 | 19 |
| 64 | Paine | ADC | F-102A | 19 | 17 | 32 | 27 |
| 71 | Selfridge | ADC | F-106A | 16 | 13 | 21 | 21 |
| 73 | Dow | SAC | F-101B | 16 | 16 | 18 | 18 |
| 76 | Westover | SAC | F-102A | 20 | 18 | 30 | 27 |
| 82 | Travis | MATS | F-102A | 20 | 17 | 36 | 33 |
| 83 | Hamilton | ADC | F-101B | 16 | 13 | 25 | 22 |
| 84 | Hamilton | ADC | F-101B | 16 | 13 | 25 | 23 |
| 87 | Lockbourne | SAC | F-101B | 17 | 11 | 21 | 20 |
| 94 | Selfridge | ADC | F-106A | 16 | 16 | 24 | 24 |
| 95 | Andrews | Hq COM | F-106A | 16 | 12 | 23 | 21 |

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CHART 4 (Continued)

| Sgdn | Base | Base Asgmt | Type Acft | <u>Aircraft</u> | Combat Ready | <u>Crews</u> | Combat Ready |
|------|---------------------|---------------|--------------|-----------------|-----------------|--------------|-----------------|
| | | | | Possessed | | Formed | |
| 98 | Dover | MATS | F-101B | 17 | 16 | 20 | 20 |
| 318 | McChord | ADC | F-106A | 17 | 13 | 26 | 24 |
| 319 | Bunker Hill | SAC | F-106A | 16 | 11 | 24 | 23 |
| 322 | Kingsley | ADC | F-101B | 19 | 18 | 22 | 22 |
| 325 | Truax | ADC | F-102A | 20 | 19 | 32 | 28 |
| 326 | Richards- Gebaur | ADC | F-102A | 2 | - | 12 | 9 |
| 326 | Homestead | SAC | F-102A | 20 | 18 | 24 | 24 |
| 329 | George | TAC | F-106A | 16 | 11 | 24 | 23 |
| 331 | Webb | ATC | F-102A | 22 | 18 | 34 | 34 |
| 332 | Thule | ADC | F-102A | 13 | 11 | 22 | 21 |
| 437 | Oxnard | ADC | F-101B | 17 | 16 | 26 | 25 |
| 438 | Kincheloe | ADC | F-106A | 16 | 13 | 21 | 21 |
| 444 | Charleston | MATS | F-101B | 16 | 15 | 20 | 20 |
| 445 | Wurtsmith | SAC | F-101B | 15 | 10 | 16 | 16 |
| 456 | Castle | SAC | F-106A | 18 | 14 | 29 | 29 |
| 460 | Portland | ADC | F-102A | 25 | 21 | 37 | 34 |
| 482 | Seymour Johnson | TAC | F-102A | 24 | 19 | 33 | 32 |
| 498 | Spokane | ADC | F-106A | 18 | 12 | 24 | 23 |
| 539 | McGuire | MATS | F-106A | 14 | 10 | 23 | 20 |

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CHART 5

FIGHTER INTERCEPTOR FORCE

June 1963

| Sqn. | Base | Base Asgmt | Type Acft | Aircraft | Combat Ready | Crews | Combat Ready |
|------|---------------|---------------|--------------|-----------|-----------------|--------|-----------------|
| | | | | Possessed | | Formed | |
| 2 | Suffolk | ADC | F-101B | 17 | 14 | 16 | 12 |
| 5 | Minot | ADC | F-106A | 21 | 17 | 21 | 21 |
| 11 | Duluth | ADC | F-106A | 23 | 18 | 31 | 27 |
| 13 | Glasgow | SAC | F-101B | 16 | 15 | 18 | 18 |
| 15 | Davis-Monthan | SAC | F-101B | 16 | 13 | 18 | 18 |
| 18 | Grand Forks | ADC | F-101B | 16 | 14 | 21 | 19 |
| 27 | Loring | SAC | F-106A | 20 | 17 | 24 | 24 |
| 29 | Malmstrom | SAC | F-101B | 16 | 13 | 22 | 20 |
| 48 | Langley | TAC | F-106A | 19 | 13 | 25 | 23 |
| 49 | Griffiss | AFLC | F-101B | 20 | 17 | 25 | 19 |
| 57 | Keflavik | Navy | F-102A | 14 | 13 | 24 | 21 |
| 59 | Goose Bay | ADC | F-102A | 33 | 29 | 42 | 39 |
| 60 | Otis | ADC | F-101B | 17 | 15 | 24 | 23 |
| 62 | K.I. Sawyer | ADC | F-101B | 17 | 15 | 21 | 20 |
| 64 | Paige | ADC | F-102A | 24 | 20 | 39 | 38 |
| 71 | Selfridge | ADC | F-106A | 5 | 3 | 23 | 21 |
| 75 | Dow | SAC | F-101B | 16 | 15 | 18 | 18 |
| 82 | Travis | MATS | F-102A | 25 | 20 | 36 | 35 |
| 84 | Hamilton | ADC | F-101B | 23 | 19 | 27 | 27 |
| 87 | Lockbourne | SAC | F-101B | 16 | 13 | 21 | 21 |
| 94 | Selfridge | ADC | F-106A | 3 | 3 | 23 | 23 |
| 95 | Andrews | Hq COM | F-106A | 19 | 15 | 15 | 14 |
| 98 | Suffolk | ADC | F-101B | 16 | 13 | 13 | 13 |

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CHART 5 (Continued)

| Sgdn | Base | Base Asgmt | Type Acft | <u>Aircraft</u> | Combat Ready | <u>Crews</u> | Combat Ready |
|------|---------------------|---------------|--------------|-----------------|-----------------|--------------|-----------------|
| | | | | Possessed | | Formed | |
| 318 | McChord | ADC | F-106A | 21 | 13 | 25 | 25 |
| 319 | Homestead | SAC | F-104A | 29 | 22 | 33 | 31 |
| 322 | Kingsley | ADC | F-101B | 17 | 8 | 26 | 26 |
| 325 | Truax | ADC | F-102A | 23 | 20 | 33 | 26 |
| 326 | Richards- Gebaur | ADC | F-102A | 8 | 7 | 37 | 35 |
| 329 | George | TAC | F-106A | 20 | 15 | 28 | 26 |
| 331 | Webb | ATC | F-104A | 18 | 8 | 20 | 7 |
| 332 | Thule | ADC | F-102A | 7 | 6 | 13 | 13 |
| 437 | Oxnard | ADC | F-101B | 4 | 2 | 28 | 25 |
| 438 | Kincheloe | ADC | F-106A | 19 | 14 | 22 | 22 |
| 444 | Charleston | MATS | F-101B | 17 | 15 | 22 | 18 |
| 445 | Wurtsmith | SAC | F-101B | 17 | 15 | 20 | 18 |
| 455 | Castle | SAC | F-106A | 19 | 14 | 19 | 19 |
| 460 | Portland | ADC | F-102A | 25 | 23 | 34 | 34 |
| 482 | Seymour Johnson | TAC | F-102A | 11 | 10 | 28 | 27 |
| 482 | Key West | Navy | F-102A | 6 | 6 | 10 | 10 |
| 498 | McChord | ADC | F-106A | 20 | 7 | 19 | 17 |
| 539 | McGuire | MATS | F-106A | 18 | 13 | 25 | 25 |

SOURCE: RCS: 1AF-V14, 26 June 1963

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